

<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>				1. CONTRACT ID CODE	Page 1 of 1
2. AMENDMENT/MODIFICATION NO. 0001	3. EFFECTIVE DATE 11/10/2009	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)		
6. ISSUED BY NBC AVIATION MANAGEMENT 300 East Mallard Drive, Suite 200 Boise, ID 83706-3991		CODE AMD	7. ADMINISTERED BY (If other than Item 6) NBC, ACQUISITION SERVICES DIVISION, BOISE BRANCH 300 E. MALLARD DR., STE 200 BOISE, ID 83706-3991		CODE 00080
8. NAME AND ADDRESS OF CONTRACTOR (No., street, county, State and Zip Code)  No Contractor Information Available			(X)	9A. AMENDMENT OF SOLICITATION NO. N10PS30009	
			(X)	9B. DATED (SEE ITEM 11) 10/30/2009	
				10A. MODIFICATION OF CONTRACT/ORDER NO.	
				10B. DATED (SEE ITEM 13)	
CODE			FACILITY CODE		

**11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS**

☒ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers ☐ is extended, ☒ is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:

(a) By completing Items 8 and 15, and returning \_\_\_\_\_ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

**12. ACCOUNTING AND APPROPRIATION DATA (If required)**

**13. THIS ITEM ONLY APPLIES TO MODIFICATION OF CONTRACTS/ORDERS.  
IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.**

CHECK ONE	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
<input type="checkbox"/>	
<input type="checkbox"/>	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).
<input type="checkbox"/>	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
<input type="checkbox"/>	D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, ☐ is required to sign this document and return \_\_\_\_\_ copies to the issuing office.

**14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)**  
RE: DOI ON CALL SMALL HELICOPTER FLIGHT SERVICES IS AMENDED AS FOLLOWS:

1. CLOSING DATE REMAINS 12/1/09, 4:00 PM.
2. ON SUBMITTAL DOCUMENT INSTRUCTION PAGE - INSTRUCTION INDICATING PROPOSAL ENVELOPE SHOULD BE MARKED AS SOLICITATION 8009-28 TOOELE PROPOSAL IS DELETED. MARK PROPOSALS AS N10PS30009 DOI ON CALL SMALL HELICOPTERS
3. OPTIONAL ACCESSORY EQUIPMENT ITEM 0001AQ THROUGH 5AQ - PAY ITEM IS CHANGED TO READ N/A.
4. ADD NEW OPTIONAL ACCESSORY EQUIPMENT ITEM 0001AV THROUGH 0005AV - SEEDER MIXER/LOADER, PAY ITEM IS SC, UNIT IS DAILY, AND UNIT PRICE SHOULD BE A DAILY AMOUNT. OFFERORS SHOULD ENTER BY PEN AND INK AT BOTTOM OF APPLICABLE PAGE IF OFFERING. THIS CHANGE WILL BE INCLUDED IN ANY APPLICABLE AWARDS.
5. ATTACHED IS A LISTING OF COMMENTS RECEIVED IN RESPONSE TO THIS SOLICITATION WHEN IT WAS POSTED AS A DRAFT AND SEEKING COMMENTS ON THE PROPOSED SOLICITATION SPECIFICATIONS. THIS DATA IS FOR YOUR INFORMATION ONLY, SO THAT YOU WILL UNDERSTAND HOW THE GOVERNMENT CONSIDERED THE INPUT RECEIVED.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) TONI MUSGROVE	
15B. CONTRACTOR/OFFEROR	15C. DATE SIGNED	16B. United States of America	16C. DATE SIGNED
(Signature of person authorized to sign)		(Signature of Contracting Officer)	

<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>				1. CONTRACT ID CODE	Page 1 of 1
2. AMENDMENT/MODIFICATION NO. 0002	3. EFFECTIVE DATE 11/10/2009	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)		
6. ISSUED BY NBC AVIATION MANAGEMENT 300 East Mallard Drive, Suite 200 Boise, ID 83706-3991		CODE AMD	7. ADMINISTERED BY (If other than Item 6) NBC, ACQUISITION SERVICES DIVISION, BOISE BRANCH 300 E. MALLARD DR., STE 200 BOISE, ID 83706-3991		CODE 00080
8. NAME AND ADDRESS OF CONTRACTOR (No., street, county, State and Zip Code)  No Contractor Information Available			(X)	9A. AMENDMENT OF SOLICITATION NO. N10PS30009	
			(X)	9B. DATED (SEE ITEM 11) 10/30/2009	
				10A. MODIFICATION OF CONTRACT/ORDER NO.	
				10B. DATED (SEE ITEM 13)	
CODE			FACILITY CODE		

**11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS**

☒ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers ☐ is extended, ☒ is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:

(a) By completing Items 8 and 15, and returning \_\_\_\_\_ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

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E. IMPORTANT: Contractor ☐ is not, ☐ is required to sign this document and return \_\_\_\_\_ copies to the issuing office.

**14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)**

RE: DOI ON CALL SMALL HELICOPTER FLIGHT SERVICE REQUIREMENTS

1. ATTACHED IS THE COMMENT ATTACHMENT THAT WAS INADVERTANTLY NOT INCLUDED WITH AMENDMENT 0001. THIS AMENDMENT 0002 HAS NO OTHER ITEMS AND ACKNOWLEDGEMENT IS NOT REQUIRED.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) TONI MUSGROVE	
15B. CONTRACTOR/OFFEROR	15C. DATE SIGNED	16B. United States of America	16C. DATE SIGNED
(Signature of person authorized to sign)		BY _____ (Signature of Contracting Officer)	

## COMMENTS FOR SOLICITATION N10PS30009 (formerly 8010-01)

	CLAUSE	COMMENT	PROPOSED SOLUTION if any	ACTION BY AM
1.	B7.3.3 and B7.3.3.3	Lists radios narrow band analog/wide band analog OR narrow band digital Guard analog	Question – is there some changes to radio requirements that the operators need to know about	Spec is correct as written – operator can operate in 3 different modes – gov is currently using, narrowband analog in most cases
2.	B7 & B8	No requirements for service truck requirements	Is this correct	There are no specific requirements for truck radios in this solicitation – EU contracts most likely require something specific
3.	C4(a)	HSPD-12 and FIPS PUB # 201	Can links be included to explain the requirements better	Elected not to include links as the on call contracts do not utilize contractor personnel for more than 180 days and they will not be allowed routine and regular access to gov facilities. – for those interested in reading of HSPD-12 and FIPS Pub #201, they can be searched on the internet for full text.
4.	C12.1	Dates for accomplishing economic fuel surveys	Dates are fine	Gov elected to add a 3 <sup>rd</sup> survey period and slightly adjust when fuel surveys will be accomplished - see clause C13.2 and C13.7.1
5.	C5.4/C21	No requirements for service Number of options for renewal	2 as a minimum; 3 would be better	2 options were included in the solicitation in order to provide for somewhat longer contract length because government has continuing requirement for such contracts. Also permits balancing of DOI acquisition workloads from year to year. Contracts which require option years do place a greater portion of the burden on Contractor's to forecast their possible costs, but does provide continuity for planning to those receiving awards.
6.	C5.4/C21	A shorter length would be better	Permits contractors to adjust prices to current market conditions	See #5.
7.		Is there a way to lower pricing after it has been awarded	Have a possible 'shell' contract for 3-5 years then permit resubmission of pricing on an annual basis	No. Contracts are accomplished competitively, and offerors are to provide best proposal for the requirement as specified. To permit lowering of pricing by one contractor after award does not provide same opportunities to others and those not originally awarded a contract
8.		Is there a way to add 'new' aircraft, not originally offered		Solicitation permits only the addition of same make, model and series of aircraft originally proposed because pricing is already established with original offer submission. To permit addition of newly acquired a/c sets the stage for 2 issues which are difficult to

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				<p>handle – 1) competition as discussed in #7 is a problem and without an original offer of the aircraft type to be added, there is no basis to determine fair and reasonable pricing. As pricing is now public information it would provide unfair advantages to those adding 'newly' acquired aircraft and the basis as to what would be acceptable pricing in light of pricing being public</p>
9.	C12.	Fuel adjustments	<p>For fuel adjustments, is there a way to use the +/-10% found in EU contracts or to use average fuel prices for geographical areas rather than individual locations</p>	<p>The DOI has 62 current small on calls and to adjust by +/- 10% as in exclusive use would be an administrative burden to accomplish. The locations identified in the solicitation are generally a geographical distribution for the majority of the use under all on calls. The average of these locations was found to be very similar to geographical areas average prices similar to what is located at <a href="http://www.AirNav">www.AirNav</a>. under statistical reports.</p>
10.		<p>Would it be possible to modify the language to include a '(Section C)' after the exhibit reference</p>	<p>There are several references to the exhibits for Lap Belt Shoulder Harness, AFF, Paint Scheme, etc. Would it be possible to modify the language to these references to say the following?</p> <p>See the Acceptable Lap Belt and Shoulder Harness Conditions Exhibit (Section C), for lap belt and shoulder harness conditions that are not acceptable.</p> <p>Hopefully this would help provide a link and encourage vendors to read the contract more thoroughly. I think it may be very helpful for new vendors who are not experienced in doing business with the govt.</p> <p>Here is a list of references to be considered:  B5.3 Seat Belts  B6.8 Dual Controls (See Section C3.3.2.1)  B6.12 High visibility markings  B6.20 First aid kit  B6.21 Survival kit  B6.24 Water Bucket Use  B6 27 Longline Equipment Requirements  B7.3.4.1 FM Radio Interface  B7.3.5 AFF  B8.1.2.1 Helicopter Fuel Consumption, Weight Reduction Chart</p>	<p>Notation was included after each exhibit reference indicating exhibits are located in Section C. – exhibits become part of the contract and should be read and reviewed as with all clauses of the solicitation</p>
11.	B10.2.9	Pilot requirements for IAT training modules (Fire Fighting)	<p>Could we tie in the pilot HAZMAT training requirement that is listed in B24.2 here or at least link a reference to B24 (See Pilot Hazmat Training Requirements)</p>	<p>Included an additional reference to HAZMAT training under the pilot requirements so all training for pilots can be</p>

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				easily see in one location – see B10.2.9 and B10.2.9.1
12.	C6	Aircraft Insurance - How do we verify and who is responsible to check for compliance		Gov has included as a proposal submittal evidence of insurance coverage as provided by the solicitation clauses – see C6 and C7 as applicable
13.	C34	AFF exhibit is not included in the listing of exhibits	Should be removed if not needed	AFF exhibit reference was removed as all requirements for AFF are addressed under avionics at B7.3.5 and its sub-paragraphs
14.	C3.4.2	<p><b>Section C recommended language. Remove C3.4.2 or move it to C3.6</b></p> <p>C3.4 Additional aircraft/pilot added after award shall be inspected as set forth herein-and as described as below:</p> <p><b>C3.4.1 What do we want to say here?</b></p> <p>1. Establish criteria for additional/reinspection after the initial contract award inspection:</p> <p>C3.4.1 Aircraft/Pilots of the same make and model as originally awarded must meet or exceed the performance criteria at initial award (See C.13</p> <p>C3.4.2. Contractor request/agrees to payment in writing to reinspection fees</p> <p>C3.4.3. Location of inspection/time mutually agreeable</p> <p>C3.5 Cost break down</p> <p>C3.5.1. Contractor liability for cost of reinspection</p> <p>C3.5.2. Expenses deducted from payments due the contractor.</p> <p>C3.6 same Aircraft Make and Model added at the Govt request inspected at no charge to the Contractor</p>		C3. Inspection/Acceptance – clauses has been slightly reworded in its entirety from previous contract clause – clause in its entirety should be carefully reviewed
15.	1 <sup>st</sup> aid and survival kit issues	-Laser rescue lights – have been test and are ineffective -water requirement -caloric requirement Left out space blankets and	There has been some discussions among personnel that the laser rescue lights were ineffective. There have been some tests accomplished where they couldn't be seen, even though they knew where to	DOI policy document ALSE handbook requires that the laser rescue light be included. Until policy is changed, this requirement must be included

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		candles Broadcast-band FM radio requirement	<p>look for them. They should not be added to this contract, should be removed from others, and removed from the ALSE handbook. The USFS (in most of their contracts) now require what they incorrectly refer to as "aeronautical" flares, which sounds like the ones you'd actually shoot out of an airborne aircraft. Some research on this subject revealed that what they're really after are flares that shoot into the air, but which do NOT burn on the way back down (thus starting more forest fires). They should call them "non-marine" aerial flares". Orion Signal brand "Skyblazer" flares (but not the marine "Skyblazer II" - which burn on the way up and all the way back down, too) fit the bill, and others are also out there. Check Orion's website under "Wildfire/Forestry" or "Search &amp; Rescue" for more details.</p> <p>Perhaps we could fix the other problems with the survival kit requirements. Although it's been corrected on the contracts, the handbook actually states that you don't need to carry water when operating over areas <u>WITHOUT</u> adequate water sources. The caloric requirement for food is rather silly. How about if we just go back to the old requirement and let the vendor determine what constitutes "2 days emergency rations per occupant"? Doing that never resulted in any problems in the field. Plus, they left the space blankets and candles out of the handbook, too. AFF will now be a requirement of this contract and all "Fire" contracts), so they wouldn't have to bring a broadcast-band FM radio which is listed in the handbook as an acceptable substitute.</p>	<p>in contracts. Signal flares have been added back to the survival kit to ensure adequate tools are in place in the event of different environmental conditions. The flares are in addition to the laser rescue light.</p> <p>Slight wording change made in survival kit attached to correct wording error for water requirement.</p> <p>No change to food requirement. See Laser light statement above. Until ALSE handbook would be changed, policy requires the inclusion of ALSE requirements.</p> <p>Requirement for candles and blankets has been added in</p>
16.		API 1529 hose	Many years of experience has demonstrated that no problems have been encountered using even normal gasoline or 'Petroleum Products' hose!	No change made
18.	B10.2.10(b)	Minimum PIC of 100 hours in helicopters the last 12 months – with a less than average year, seasonal pilot are not getting 100 hours	Propose language similar to the FS which allows a case by case evaluation to waive the 100 hours in 12 months requirements. Should also apply to exclusive use contracts.	DOI developed language to address potential to seek waiver to policy for pilots that do not meet this requirement. See NOTE under minimum PIC flight hour chart in solicitation
19.	1 <sup>st</sup> aid and survival kit	Laser rescue lights are the lights in lieu of flares or can flares still be used?		See item #15 above – both are required
20.	Sec A	Requirements and prices, Minimum aircraft requirements: Standardize with Interagency Fire Helicopter Standards:	<ul style="list-style-type: none"> <li>• 200lbs flight crew weight</li> <li>• 1.5 hrs. fuel including reserve</li> <li>• 5,000 PA</li> <li>• 30 c</li> <li>• 670 lbs HOGJE Jettisonable</li> </ul>	DOI has elected at this time not to use this minimum standard for its on call solicitation – see Section A for minimum aircraft requirements

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21.	B7.3.5	AFF	Require AFF equipment and subscription.	AFF is a contract requirement no change needed
22.	B32	Weight and Balance (also include in all new EU Helicopter Contracts.	<ul style="list-style-type: none"> <li>• B32.1 Add at the end of paragraph; "or at an interval of 36 months</li> <li>• Add at end of section: "Helicopter(s) under this solicitation shall:" <ul style="list-style-type: none"> <li>○ "Remain at or below contracted helicopter equipped weight as bid."</li> <li>○ "Be allowed 1% above the awarded contracted helicopter equipped weight during the contract option period(s)."</li> </ul> </li> </ul>	This would be applicable in using a minimum aircraft weight – which this solicitation is not using.
23.	C5.2	Check dates: "April 30, 2009 and if renewed April 30, 2010"		Editorial correction made
24.	C5.4	C5.4 Option to Extend the Term of the Contract:	<ul style="list-style-type: none"> <li>• D states "Two Years"</li> <li>• C14.1 says 4 years?</li> </ul>	Editorial correction made – 2 renewal options are included, so potential length of contract would be 3 years
25.	C17.3	Separate fire ordering and non-fire ordering within the contract.		Provided some wording clarification – however, the ordering clause generally applies to any type of an order – separated out pay info for daily availability versus project rate pricing.
26.	C24	Unavailability and Damages: (Add this new language to all contracts)	<p>Replace C24.1 with the following.</p> <p>The offered aircraft is unavailable whenever the aircraft or contract required vendor personnel is/are not in condition to perform. The contractor shall immediately report any operational or maintenance discrepancy that would result in the aircraft becoming unavailable to the contract CO, COTR or PI.</p> <p>Unavailability status will continue until the cause of the discrepancy is corrected. It is the contractor's responsibility to inform the CO, COTR whenever the aircraft or crew is again available. The CO or COTR retains the right to require test flights at the Contractor's expense.</p> <p>When the aircraft becomes unavailable due to mechanical or electrical breakdown, the Government reserves the right to inspect the aircraft after the contractor's mechanic has approved it for return to service. The vendor should, in concert with the local agency aircraft manager, contact an AMD Maintenance Inspector for a "Return to Contract Availability" determination. This may or may not be</p>	This clause is being pursued through the Acquisition Contract Program process where by it will be made available for review and comments by all interested parties. No change for this item is included in this solicitation at this time

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			issued by the Government.	
27.	C27.1	Reference to C26.2.2 at the end of this paragraph may be incorrect	. Could not find C26.2.2?	Corrected editorial numbering
28.	C28	Orders placed using Daily Availability and Government Fixed Flight Rate method of payment.	<ul style="list-style-type: none"> <li>Does this mean that vendors will no longer bid their flight rate? Flight rates will be taken from the "Helicopter Services Hourly Flight Rates, Fuel Consumption and Weight Reduction Chart"?</li> </ul>	The on call contract did not provided for the opportunity to bid the flight rate to be used with daily availability. This would create an administrative burden with over 200 aircraft for multiple years. A government fixed flight rate chart is used.
29.	?	Require a 406 Mhz ELT.	This is a requirement of the Aircraft Rental Agreement so why not all other helicopter contracts?	A 406mHZ ELT is only recommended for use in Alaska and Hawaii and is not a requirement otherwise. It will be accepted if in the aircraft
30.	?	<i>Safety Management System Requirements: Something along these lines????? Partial excerpt from the USFS R6 CWN contract. Not intended to be an evaluation criteria but required documents at the time of contract award.</i>	<p><i>Safety Management Systems: Operator shall submit full and complete documentation on the items listed below at the time a contract is awarded to the vendor.....if awarded a contract?</i></p> <ul style="list-style-type: none"> <li><i>Operations Manual: The operations manual should provide a single source of detailed operational elements, organization, policy and procedure regarding the conduct of flight and maintenance operations.</i></li> <li><i>Training Program: Formal training program for the initial, recurrent, mission/job specific, and management training processes that are used by the operator.</i></li> <li><i>Safety Audit: A process of external audits to verify compliance with the company safety program. Audits must be completed at least every 36 months????? And verified by company management and AMD?????</i></li> <li><i>Operational Data: The operator will be required to demonstrate a system of data collection to track aircraft flight time, pilot time and duty, and incident/accident occurrences that are in concert with industry standards.</i></li> </ul>	This requirement will be pursued through the Acquisition Contract Program process where by it will be made available for review and comments by all interested parties. No change for this item is included in this solicitation. DOI will be addressing this topic in the very near future and possibly will be including solicitation requirements in a sample of 2010 solicitations.
31.	B20.2	Passenger Briefing	Passenger Briefing needs to have normal and emergency operation of doors and windows included.	The items listed are in addition to the FAR Part 135 requirements, which address doors and windows operation. The word 'also' was added to



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				the last sentence of B20.2 so that the briefing addresses 135 requirements and the items listed in the solicitation.
32.	B20.3	STEPS	change to read Single-skid, toe-in, and hover exit/entry procedures (STEP) landings are prohibited unless the unit has a Bureau approved STEP authorization and the pilot has trained in these procedures with the personnel involved in the operation.	STEP landings are NOT permitted except in certain situation. Certain requirements must be in place before doing STEPS landings. Requirements are included in the solicitation.
33.	C11.1.1	The new AMS is proposed to eliminate the AMD-23.	With that in mind would it make more sense to just refer to the Flight Use Report in the contract and eliminate reference to the AMD-23? Are we really switching or is this something happening down the road? Don't remove the reference to 23's until we've switched.	The DOI is on track for implementation of electronic invoicing and the projection date is approximately March 1 <sup>st</sup> . Solicitation advises offerors that this is the intention and information will be provided as it becomes available.
34.	C27.2	the last sentence states "The Government does not guarantee any minimum or maximum number of flight hours during this contract except as provided under C26.2.2." There is no such section.	Correct grammatical language	Corrected grammatical error
35.	C28.2.2(b)	Section 20.2 doesn't seem to be applicable to this discussion of extended standby and there is no section C26.3, which is also referenced. These references should be the same as in section C29.3.2.6.	Correct grammatical language	Corrected grammatical error
36.	C30.5	Method of computation can be confusing. Are the hours of use flight hours or clock hours?	Standardized the break point (5) with the 4 hours of use for one day fire/ project.	Hours have been changed to 4 hours
37.	C32.1.1	The text of this section doesn't provide sufficient information for contractors to bid this contract. If internet connectivity is going to be required, transmission to a central location for data entry, computer access, etc. is basic requirements this should be stated in the proposal	. I would recommend that a second sentence be added to the paragraph such as; "Contractors will be required to enter/confirm electronic data on a web based application on intervals consistent with previous hard copy submissions, i.e. at least every two weeks."	Suggestion was implemented to better address electronic invoicing – see C18.1.2 and Section A – NOTICE A under instructions for completing the schedule pages
38.		Some comments from the Southeast <u>and</u> pretty specific to the Southeast; we need to be able to order up companies can be carded	I would like to see a proposed line requesting the vender to be on fixed floats if requested.	Scope of Contract discusses over water use and a pricing item has been included under Miscellaneous Pricing Schedule for float

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		"with" floats as without. I imagine FWS would want the same not only for project work but occasionally for Rx burning.		configuration. The government expects limited awards for this mission
39.		Then this issue of not being able to order dry/without pilot. The current on call contract cost BICY a great deal of money, even with Bill being unable to fly at times. he could fly a project via the ARA, but if they broke a fire, he'd have to fly back, the aircraft ordered via the on call contract and a pilot had to come out from Miami to fly.	1. We need a modification just for HMC to cover for a dry weight rate with government pilot. It is needed for FIRE. As long as the ARA can be extended that covers a government pilot and dry weight rate, we can do our project work but we also need the same for prescribed burning and fire suppression. I know "they" keep on saying it can't be done, I know it can be done, you can contract anything, If it can be done on an ARA for project work then it can be done on On Call for Fire.	Solicitation at C33.3.2 discusses method for addressing use on a dry rate (without contractor furnished fuel)
40.		# of renewal options	2 or 3 options would be preferred	See Item #5
41.		Time for fuel surveys	Mid April is fine but mid August should be moved forward one month	See Item #4
42.	Sec C	There is no WD for a mechanic	Include an appropriate WD for mechanic	DOL wage determination included with the solicitation does identify a mechanic when viewing the entire WD – however this employee class is not noted on the information in the solicitation as the crew requirement required of this solicitation is for only a pilot and driver. If a contractor requires a mechanic or elects to furnish a mechanic then the offeror should consider and include all costs for that employee in their availability and project flight rate except for subsistence as they determine appropriate. The Government sees the inclusion of the mechanic as an overhead cost for the aircraft type offered that needs to be included in their offered pricing. This keeps all aircraft pricing equal in terms of overhead costs to operate aircraft. The solicitation does permit the payment of subsistence in accordance with the FTRs as well as relief and mechanics transportation costs that are required for scheduled maintenance. The DOI does not want subsistence costs built into AV or project rate pricing as any subsistence paid should be no more than that permitted by the FTRs per FAR 31.205-46.

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43.	Sec A	Include EM for a mechanic for the Lama	If acknowledging a mechanic is required for a Lama then include pay items for that employee	See #42 above – no extended standby rate will be included – costs must be included in AV and project pricing as determined by the offeror
44.	Sec C 3	Rewrite inspection clause to address the unique items of this solicitation	Sample is attached	C3 inspection clause was rewritten – see#14
45.	Sec C	Provide for minor clerical errors in grammar, numbering, etc.	Will accomplish along with other changes that are agreed upon to change/correct/edit	Numerous editorial corrections were made with some clauses being renumbered, however there were no significant content changes made
46.	C18.3.2	Definitions – i.e. fire	Remove prescribed fire and helitorch from fire and distinguish between wildland fire vs planned fire – prescribed fire and helitorch activities. Will permit use of project flight rate for aerial ignition needs	The on call small solicitation has new definitions of mission activities which dictate how a mission can be ordered – see C21.3.2.1 and C23.2.2 – project rate pricing is now an option for aerial ignition work
47.	Sec D	Information submittal	What technical (admin) items will need to be submitted with the offer –	DOI is requesting additional information with the submission of the offer – see D4 and D5
48.	C24	Relief crew availability. The DOT regulations effectively limit a truck driver to 5 or 6 days, due to the maximum number of hours that they can work in a specified number of days. In most cases the driver will need relief prior to the pilot. Can the driver relief expenses be paid anytime the driver requires relief due to duty time limitations? If not they should.		C27 addresses the application of relief crew drivers and provides a choice for the government to either order a relief driver or not and still have the helicopter and pilot available for service
49.	C28.2.2	Refers to one-day incidents and payment of AV. What happens with multiple order days and AV payment on the last day.		Both C30 and C31 discuss half day AV/GT payment
50.	Sec C	Need more specific way to price for a heli-torch module and the subsequent items that are required for this activity.		A new pricing schedule has been prepared for aerial ignition and infrared/mapping – the pricing for these items is in addition to payment for the aircraft services under either availability or guarantee depending on how the government ordered – as well C16 permits the negotiation by the CO of aerial ignition and/or seeding pricing in advance of the need – if this is not accomplished services may be ordered using the established contract pricing.